

Amendments to the Claims:

Claims 13 to 15 and 17 are amended as set forth hereinafter.

Listing of Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application.

Claims 1 to 10 (Cancelled).

11. (Previously Presented) The method of claim 19, wherein the first and second input quantities are acceleration values and said first and second base values are acceleration base values.

12. (Cancelled).

13. (Currently Amended) The method of claim 19, wherein, when a limit value, which is dependent upon the first base value, is exceeded, the input quantity of the speed limiting function is limited to this limit value.

14. (Currently Amended) The method of claim 19, wherein the input quantity of the speed control function is limited to a limit value which is derived from the second base value.

15. (Currently Amended) The method of claim 14, wherein the maximum limiting of the input quantity of the speed control

function corresponds to the second base value when an active intervention of the speed limiting is present.

16. (Previously Presented) The method of claim 11, wherein said first base value indicates a value for which an acceleration of the vehicle takes place via said first output quantity when this first base value is exceeded and said second base value is
5 pregiven which makes possible a deceleration via said second output when there is a drop below this second base value.

17. (Currently Amended) The method of claim 19, wherein the first and second input quantities, which are limited by said first and second base values, respectively, as may be required, are combined to form a resulting propulsion desired value in said
5 distributor and at least one actuating member is actuated in dependence upon said resulting propulsion desired value.

18. (Cancelled).

19. (Previously Presented) A method for controlling the driving speed of a vehicle, the method comprising the steps of:
generating first and second input quantities from first and second functions for influencing the driving speed of the vehicle
5 with said first and second functions being a speed limiting function and a speed control function, respectively;
forming first and second base values for said first and second functions, respectively;
supplying said first and second input quantities and said

10 first and second base values to first and second mixers,
respectively, wherein said first input quantity is limited in
dependence upon said first base value to form a first output
quantity and said second input quantity is limited in dependence
upon said second base value to form a second output quantity;
15 applying said first and second output quantities to a
distributor and making a selection therein from said output
quantities to form at least one propulsion desired value; and,
outputting said at least one propulsion desired value to
corresponding control functions for motor, braking system and/or
20 transmission of said vehicle.

20. (Previously Presented) An arrangement for controlling the
driving speed of a vehicle, the arrangement comprising:

means for generating first and second input quantities from
first and second functions for influencing the driving speed of
5 the vehicle with said first and second functions being a speed
limiting function and a speed control function, respectively;

means for forming first and second base values for said
first and second functions, respectively;

10 means for supplying said first and second input quantities
and said first and second base values to first and second mixers,
respectively, wherein said first input quantity is limited in
dependence upon said first base value to form a first output
quantity and said second input quantity is limited in dependence
upon said second base value to form a second output quantity;

15 means for applying said first and second output quantities
to a distributor wherein a selection is made from said output

quantities to form at least one propulsion desired value; and,

said distributor outputting said at least one propulsion
desired value to corresponding control functions for motor,

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braking system and/or transmission of said vehicle.